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CENTRAL INTELLIGENCE GROUP

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5. The BAM also includes some minor lines connecting the areas through which flow the Zeya, Selenga (Selengda), Bureya and Kerbi Rivers. The branch line from Tygda (126-20, 53-08) to Zeya (127-18, 53-45) is completed. Full scale construction work is proceeding on the line linking Zeya with Ekmochan (133-00, 53-05); this line must be ready by 1948. Ekmochan is already connected with Komsomolsk by rail. Work has started on a line from Ekmochan to the gold mining town of Kerbi (136-29, 52-26) and on to Nikolayevsk (140-51, 53-12). The line from Ekmochan to Kerbi is to be completed by 1948; the line to Nikolayevsk by 1950. Work has also begun on a line from Ekmochan to Udkoye (134-22, 54-29), copper and gold mining center; this line must be completed by 1950 because of its strategic importance with respect to the Kurile Islands.
4. The railway is now in operation from the port of De Kastri (141-49, 51-28), opposite Sakhalin Island, to Sofiyskoye (139-50, 51-34). The rail line is nearly completed from Sofiyskoye to a point (Sredne-Tambovskoye 137-52, 50-49), opposite Komsomolsk, then south to Sovetskaya Gavan (140-18, 48-56) across the Khrebet Sikhote Alin mountains; this line is expected to be opened no later than 1949. Also nearly completed is the railway connecting the so-called Ussuri Railways from Sovaigino (unlocated) with Port Olga (135-20, 43-45), near Vladivostok.

BAIKAL-OKHOTSK MAGISTRAL (BOM)

5. When construction was started on the Baikal-Amur Magistral, work was also begun on the Baikal-Okhotsk Magistral. The latter is now under extremely accelerated construction. The main BOM line connects Bodaibo with Okhotsk (143-15, 59-25), along the Aldan and Gonam Rivers. By special order from Stalin this railway must be completed by 1950. Also under construction is a line from Okhotsk to Kamchatka.

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